

INFORMATION REPORT

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131

COUNTRY

USSR (Urals)

DATE DISTR. 16 June 1948

SUBJECT

Ural Machine Construction
Factory, Sverdlovsk

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PLACE
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NO. OF ENCLS. 1 Sketch
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

1. The Ural Machine Construction Factory (Uralsky Mashinostroitelny Zavod) (Uralmash) does not have a number, but is designated as follows: People's Commissariat of Heavy Industry, Fourth Order (?) Factory of the Heavy Industry 1/n Serge Ordzhonikidze (Narodni Kommissariat Tiazioloipromossainosti Tsietlerzdi Ardenanosni Zavod Tiazioloi Industri Ineni Sergo Ortze Nikitze). (Note: Elsewhere in this report source uses the letters "ts" for the Cyrillic "ch".)
2. The factory employed as workmen Russian citizens between the ages of 13 and 70 years. In 1945, however, it began to employ German prisoners-of-war. The number of German prisoners-of-war working in the factory in July 1946 was about 3,000-3,5000. Source says that he knows from personal observation that in Sections 101 and 102 of the factory German prisoners were employed; he does not know about other sections. Fifty-five tons of bread covered the needs of two shifts of the personnel of the whole factory for one day. The factory ran night and day in three shifts, but the workers on the night shift procured their bread by the use of individual ration cards directly from the bakers. From the quantity of bread, source concludes that the number of workmen employed in the factory remained constant, because in 1943, 1944, 1945, and 1946 the amount of bread delivered daily was always 55 tons. If the average ration was 600 grams for each worker, it would appear that each shift consisted of 46,000 persons, or a total of 138,000 for the three shifts. Source often heard, however, that the number of employees was 300,000.
3. The Uralmash factory has three principal divisions:
 - a. Tank division
 - b. Airplane engine division
 - c. Artillery division
4. Two sections (Nos. 101 and 102) built tanks. Workmen reported that the output of these two sections of the factory amounted to 120 tanks daily during the war. These tanks were loaded on trains and were sent (at that time) directly to the front, since they had previously been tested. The

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tanks were of 36-40 tons, with 500 h.p. engines, and developed a maximum speed of 60 kilometers an hour. They bore the initials KV (Klim Voroshilov). Each tank mounted a 72-75 mm. cannon (source could not specify the exact caliber). The tanks were good for 240 hours in combat. Sections 101 and 102 stopped building tanks in December 1945 and began to produce for heavy industry. ~~_____~~ Comment: Data do not fit any known KV model.)

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5. Two sections (Nos. 105 and 106) built airplane engines. They were still producing airplane engines in 1946. These engines could also be used for the KV tanks. ~~_____~~ When the engine of one of the tanks broke down, it was replaced by an airplane motor produced in Section 105 or 106.

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6. Section No. 9 produced artillery. During the war and until 1946, cannon of various calibers were produced in this section; including two- and four-barrelled anti-aircraft guns and anti-tank guns. In 1945, Section 9 stopped making small weapons and was occupied exclusively with the manufacture of cannon of large diameter and long range. The larger cannon were of several sizes. ~~_____~~

~~_____~~ It was making long-range guns. ~~_____~~ cannon being loaded on rail cars. Each cannon occupied one car and was covered with a synthetic-rubber tarpaulin.

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7. Personnel of the Uralmash factory (as of July 1946):

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- a. Muzrukov, General Director: He is married and his family lives in the Uralmash community. His office is on the fourth floor of the central office building and is numbered 11, if source remembers correctly. Muzrukov always wears the uniform of a Russian officer, but without insignia of rank. It is not certain whether he is military or civilian. ~~_____~~ Comment: According to another report, Muzrukov was still director as of 27 March 1947.)

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- b. Kizima, Chief Engineer until May 1945: He is a confidant of Stalin. In May 1947, Kizima was ordered by Stalin to go to Leningrad to reconstruct the Kirov Machine Construction Factory, which had been destroyed by German bombing during the war. Kizima went to Leningrad, but the factory had been completely destroyed and it was impossible to repair it. Kizima then went to Germany and brought back the necessary machinery, taking it from German factories at his own discretion. These machines were set up in the Kirov Factory, which is now operating under Kizima as general director. He revisited Uralmash only once, to call for his family to take them to Leningrad. ~~_____~~ Comment: The name and past and present positions of Kizima agree with previous information.)

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- c. Valerian Petrovich Bumbnov, General Director of Supply.
- d. Nikolai Timofevich (sic; Timofevich ?) Duda, deputy director of supply, the chief aid of Bumbnov.
- e. Anatole Antipov: In charge of the central supply warehouse. He was wounded in the last war and his right arm is stiff. He is not enrolled in the Communist Party. He lives with his family at 71 or 73 Kalinina Street in the Uralmash community.

8. The following is the key to the attached rough sketch of the Uralmash factory grounds ~~_____~~

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1. City of Sverdlovsk
2. Uralmash district. It is inhabited exclusively by the personnel of the Uralmash factory. The community began to rise in 1932. At first the houses were built of wood, but now the community consists of apartment houses. Uralmash workers can enter this district freely and can visit Sverdlovsk at will without obtaining a permit or being subjected to any control.

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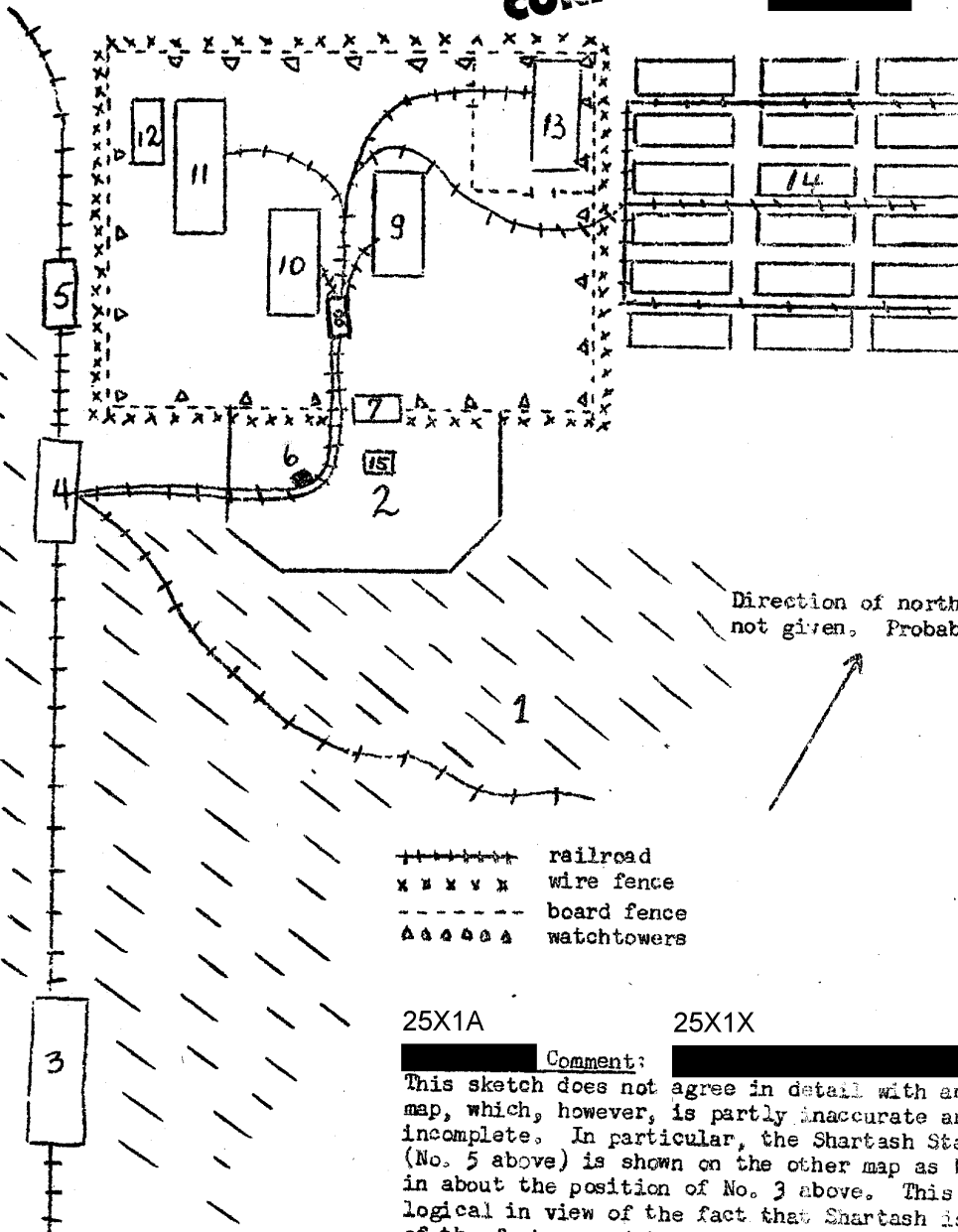
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3. Sartirovskaya Railroad Station. Here is the marshalling yard for trains leaving the city. The freight consists of the products of the Uralmash factory and all kinds of material sent to the north or to the south.
4. North Railroad Station. It is used by passenger and freight trains. A two-track siding goes into the Uralmash factory from here.
5. Shartash Railroad Station, which is used only by freight trains.
6. Air Force school. The students of this school come from the city of Sverdlovsk and the nearby region. They are admitted into the school only after a rigorous examination as to their fitness. The students are chiefly the sons of Army officers or the senior Russian civil servants. They pursue their "gymnasium" studies and their Air Force training at the same time. When the time comes for their induction into the Soviet Army, they are enrolled in the Air Force.
7. Central offices of Uralmash, a six-story building with two entrances, one toward the Uralmash community and the other at the side of the factory. Both entrances are under guard of armed Russian soldiers.
8. Railroad station for the Uralmash factory. Here all raw material is unloaded and finished products of the factory are loaded for shipment. There is no special security service for this station.
9. and 10. Sections 101 and 102, manufacture of KV tanks.
11. and 12. Sections 105 and 106, manufacture of airplane engines.
13. Section 9, manufacture of cannon.
14. Central warehouses supplying the Uralmash factory. The railroad line runs between them, but the line as drawn on the diagram cannot be considered absolutely accurate, since source never visited this area of the factory.
15. Central offices of the Uralmash commissary. It is a five-story building, the basement of which is used as a place for storing food.
9. The factory is protected by a barbed wire entanglement two meters high. There is also a board fence four meters high with barbed wire at the top. Inside both of these are high watch towers, where sentinels stand with machine guns or sub-machine guns. There are also roving guards inside the grounds of the factory. Electrified wires run through the barbed wire entanglements.

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Comment:

This sketch does not agree in detail with another map, which, however, is partly inaccurate and incomplete. In particular, the Shartash Station (No. 5 above) is shown on the other map as being in about the position of No. 3 above. This is logical in view of the fact that Shartash is east of the factory and the position given above would make a connection to Shartash from this station impossible. However, the lay-out of the factory grounds is possibly true.

URAL MACHINE CONSTRUCTION FACTORY, SVERDLOVSK

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